

MARKET UNCHANGED

Financial Situation and Securities Quiet All Week.

MANY OPTIMISTIC REPORTS

Orders for Iron and Steel Materials Show Substantial Increase—President of New York Central Says Car Loading in April Greater Than in Any Year Except 1907.

New York, May 16.—There was really little change either in the financial situation or in the security market proper last week, and people in the financial district had no such striking developments to talk about during the week as the decision of the Supreme Court in the commodities clause case, the report of the United States Steel Corporation for the March quarter, which were leading topics of conversation a little time before.

The progress of affairs last week was, however, thoroughly typical of those tendencies in business and finance that have held sway for many months past. There was no boom, no stock exchange excitement, no wide fluctuations in prices, but all the time a steady and sustained betterment in commercial, mercantile, and financial life.

The only difference between conditions at present and those two or three months ago is that the expansion of business is now proceeding at a more rapid rate, and the epidemic of improvement are becoming more clear. Two or three specific businesses could be picked out earlier in the year in which distinct signs of greater prosperity were making themselves manifest. Now, such instances can be counted all along the list, and the cases cited are so numerous that it can fairly be said that the business enterprises in the country that are still notably depressed form an exception to the general rule.

What hostile critics of the stock market usually overlook, or at least have overlooked for a year back in forming their judgment as to a proper market valuation of the United States Steel common and preferred stocks, is that these stocks, at least the first named, are not selling upon their current dividend return, but upon the demonstration of their ability to fairly earn their dividends after full charges for depreciation through a prolonged period of generally hard times, and that their vast equities at some future time and perhaps at a time not far distant must pass from a potential into a concrete form. The United States Steel common stock may be compared at the present time with the position occupied by Reading common stock several years ago, and perhaps even to-day. Both stocks represent a tremendous degree of latent earning power, and in the case of both stocks an immense sum of money has been taken out of earnings and laid out, without an increase in capitalization, in bettering the condition of the property represented.

If there was any news last week it was that pertaining to the increasing orders for iron and steel materials and the entrance at last into this field of purchase of the railway companies. The Chicago, Milwaukee and St. Paul and New York Central companies have already placed large orders, and in all probability the Baltimore and Ohio and Harriman lines will soon make similar contracts. All these companies have held off from action of this sort as long as they could, and indeed it is generally expected that their iron and steel buying in the present year will not be as great as it will be in 1939.

Car Loading Increases.

The president of the New York Central stated last week that the car loading over his lines was greater in the month of April than it was in a similar month in any year, with the single exception of 1907, and that thus far in May the loadings have been greater than in May, 1907. The last fortnightly report of the amount of idle freight cars over the country placed the quantity thereof at the lowest number of the year; but there should be a better popular understanding than there is of the way in which these figures ought to be interpreted. There always is and always must be a certain number of idle cars, and therefore there is invariably a certain proportion of freight cars that, while not exactly unfit to be used, are still used with reluctance, and for the essential purpose of transporting freight in active demand. This will be followed by periods when these cars will not be in demand at all, and as they cannot be used for general railway purposes the cars pass to the "surplus" list.

Hunting the Pole.

Editor The Washington Herald: Some one complained recently that hunting the north pole was a waste of money and energy. To be sure, but how inconsequential compared to the enormous wastes of history. Fiction is a great part of life. Science may benefit by the capture of the pole, same as it may do by the slaughter of African cats and poor starved beasts.

It is a fact that there would have been very little done in this world if fiction and fakers had been left out. Take the matter of gold mining. Of what use is gold aside from its fictitious or first value? Well, gold is about the most useless metal for practical employment—iron, and lead lead it by far. Yet the labor which has been employed in mining gold, even in our own young country, if put into irrigating ditches, roads, and reforestation, would have found us immensely to the good in substantial wealth and prospective prosperity, perhaps with double our present property valuation or productive capacity. Yet the gold fiction has its useful points, likely, especially in producing lots of other interesting fictions financial jugglers wot of.

Aside from its dangers, hunting the north pole is a comparatively harmless thing. It is sport, really, and of a very vigorous sort. The incentive which pushes men to reach the pole is more for its accomplishment than for expected financial or scientific benefits, at least on the part of many arctic adventurers.

In this connection, I would like to point out that reaching the pole by airship, as Walter Wellman proposed, will be full of unexpected difficulties. The greatest troubles will come of temperature. Intense cold bristles with dangers, and certain clothes would not be immune, I presume. But I suppose Mr. Wellman has sufficient knowledge of the effects of temperature upon the materials in his airship. Another thing I should look after sharply is the pilot house—so that it was constructed to keep out from all I should want means for getting up artificial heat of a safe sort. And I would have the best quality of arctic sleeping bags and lots of food. I would like to see the pole captured by an airship.

ORVILLE H. KIMBALL, Amherst, Mass.

VIEWS OF PEOPLE ON MANY TOPICS

WHAT DO YOU THINK ABOUT IT?

Asks Better Service.

Editor The Washington Herald:

Kindly allow me space to say a few words about the present conditions of the Thirtieth and D streets car line. It seems as though the cars on this line are not run on any schedule time; it is a rare occasion to wait less than five minutes for a car, and it is nothing unusual to stand for ten or fifteen minutes and sometimes at least a half an hour before a car comes along.

At this time of the year all the citizens of the city, and in fact nearly all of the city, are enjoying the pleasure afforded by the running of open cars on the different branches of the city, with the exception of the Thirtieth and D streets line. If the company has not the open cars necessary for this line what would hinder them from taking one off of every line in their possession, and then run every second or every third car on open one on this line?

Let everybody enjoy the pleasure of a cool ride during the warm summer evenings. Closed winter cars are very uncomfortable to ride in during the warm weather.

WILLIAM J. BOYD.

Kidnapping Not a Crime.

Editor The Washington Herald:

By your kind permission, I desire to prove through the columns of The Washington Herald that kidnapping is not a crime. Boyle and Mrs. Boyd have been sentenced to serve in the Allegheny (Pa.) Penitentiary for life and twenty-five years, respectively, for depriving father and mother of the presence in their household of their little son, Willie Whitla, until the captors received a ransom of \$5,000 for his return to the parents' loving embrace.

This trifling offense was called a great crime by the newspapers of the country, as was also the cases of Cudahy and Charley Ross, the last the most notable of all, because that boy was never returned to his parents.

If this be right, I am satisfied with sending the chief to serve a life term, but is having their statute changed making this sort of offense punishable by death. This is all strange to the writer, in view of the fact that in the same issue of the paper in your column of the 14th of May, announcing that the great government of the United States of America, the leader in point of Christian civilization, has exacted a monthly ransom of \$3 from a poor Russian mother since she came to her shores, nearly one year ago, with a family of four small children, the youngest of which, a mere babe, being since that time detained on Ellis Island because it has "ringworm," and to pay this excessive ransom this poor mother and her stunted and starved child and the other three children; she all the while "scrubbing floors twelve hours a day in the city of Chicago" in order to meet this demand, and to actually kidnap this Russian babe and carry it back across the waters to face the fate of the neglected, never again to be seen by mother and other near relatives.

If this be right to demand and receive of a peasant this ransom of \$3, it is right for Boyle and wife to demand and receive the \$5,000 ransom for the return of Willie Whitla and not be punished. Wherein lies the difference—what constitutes the crime—the stealing and concealing the child or the demanding and receiving the unearned dollars for the return of the stolen child? One of these acts constitutes the gist of the crime, and it is actually kidnapping that upbreeds money for the parents gave that up freely, and would have given the whole world, had they possessed the same, rather than be forever robbed of the presence, association, and love of their child. That being true, they were punished for the crime of kidnapping alone.

Think for one moment of the United States government robbing a widowed mother for ten months, and because she fails sick in consequence of being robbed, and therefore has nothing more to be robbed of, now takes, body and soul, an afflicted infant from this mother and, at United States expense, carries it back to a foreign shore, away from its starved, sick mother, who cannot follow the child, and she is actually kidnapped, and being too poor to purchase one mile of railroad transportation for herself and the other three children, and there pitch into the lap of Russian charity, afflicted, unnamed, uncared for, unloved, despised, because it is in some one's way, and there left to face the fate of neglected children, which is bad even in a good country.

All the while this scene is being enacted a bunch of "dividend grabbers" are busy ascertaining their shares of the "lot" from ocean-going and railroad transportation lines, the donated stock of

which they own for their lack of duty to the public, who, by the way, are entitled to serve. I never cannot justify their silence by saying that the babe is being taken back because it's the law. God has greatly favored this country, and He will, in His own good time, smite us for such inhumanity.

"Be not deceived; God is not mocked; for whatsoever a man soweth that shall he also reap." EUGENE SOMMERVILLE.

Not \$5,000,000.

Editor The Washington Herald:

In the address which Mr. Booker T. Washington delivered at the meeting of the Colored Young Men's Christian Association in the Belasco Theater, Sunday, May 8, he is quoted as saying:

"The members of our race employed here in the government service alone earn on an average \$5,000,000 a year. The negro school-teachers of the District of Columbia earn at least \$400,000 a year."

The last statement is probably correct. The first is positively incorrect. Because people are in the habit of accepting without inquiry or question any statement Mr. Washington may make concerning negroes, and to make these statements the basis for deductions and conclusions, it is important that they be corrected when found to be wrong.

The government has collected and published "Statistics of Employees" in the executive civil service for the year 1937. These statistics deal with questions of sex, race and nativity, and marital condition, and include practically all employees of the executive civil service of the United States.

In the executive civil service in the District of Columbia in 1937 there were 3,285 negro employees; their approximate average compensation was \$700 per annum. This gives \$2,300,000. The difference between these figures and those given by Mr. Washington is \$2,700,000.

L. M. HERSHAW.

Planets and Life.

Editor The Washington Herald:

There is at the present time much speculation as to the adaptability of the planets to human life. The efforts of astronomers have been directed toward noting the similarity of conditions of the earth and Mars and Venus, the nearest planets on either side of us, whose size and probable age are about the same as the earth's.

Speculative astronomy is much more simple than mathematical astronomy and is much more popular, because it is not bound by facts or hampered by want of knowledge. The easiest way to start off on an investigation of such a subject is to ask why should they not be inhabitable? Is there any reason why the lonely Venus or the giant Jupiter should be sterile rocks or "water worlds"? Is there any reason why the conditions are not such as would sustain life in the forms we know of is not proof that life cannot exist there. A very simple proof of this is to be found in the great extremes afforded by the earth's inhabitants. If men were born blind, but knew from experience that they must walk the earth and breathe the air, they might be pardoned if they doubted that there was a form of life with respiratory organs, digestive apparatus and power to move which lived in water, or a form of life so mechanically constructed that it could fly through the air on pinions.

Human life, whatever it may be, is an intangible thing, not the mere putting into motion of mechanical construction. It needs neither air to breathe nor food to nourish it, nor seasons to sustain it. The human body needs all these because it is an adaptation of the frame to the conditions which surround it. But there is no reason why it should not exist within a structure suited to a different degree in the age of other worlds. The Eskimo and the Ethiopian have adapted themselves to the arctic and the tropics, and there need be no greater extremes of climate on Venus or Jupiter.

The earth's mildness of temperature is attributed to what seems like the primeval accident which threw it off its balance and sent it whirling around the sun, with its axis askew from the plane of its orbit. But, on the other hand, its elliptical course brings it close to the sun for two seasons and sends it afar off at the other two. Venus has tipped over in the same way as the earth, but is more regular in her course and diverges little from her circular path around the sun. Jupiter approaches and recedes from the sun, but is almost upright, his belt line being always the point nearest the sun. But the greatest interest just now is as to Mars, because the practical astronomers of the age have given currency to the report that there are lines upon its surface which may possibly be canals made by human hands, and that the extraordinary lights seen at intervals are signs intended to attract the attention of the people of this world.

The conditions are much the same, probably, as on the earth, except that

its year is about twice the length of ours, its day about the same length, but it can have no month, because it has two moons—Phobos, which apparently rises and sets three times a day, and Deimos, which takes thirty hours to go around Mars, so that it would seem to revolve in the heavens for five days, and then set.

Mars has an atmosphere like the earth, and its age is approximately the same. It seems to be divided into land and water, and its seasons cannot be extraordinarily different. So similar is it that notwithstanding its great distance, science holds out the hope that the intervening space may be bridged by discoveries in optical mechanism, and a generation not very remote may come to the knowledge so eagerly sought now.

The spirits of this sphere rap tables and carry fat women across rooms. They utter platitudes and scribble wretched rhymes on slates. What if they would tell us the secret of this elixir?

EVERETT SPRING.

Monument to Hamilton.

Editor The Washington Herald:

Alexander Hamilton at the outbreak of the Revolutionary war belonged to and drilled a military company in New York City having on their helmets "Liberty or death," and in an engagement off the Battery with the British ship Asia the nearest man to Hamilton was killed. Gen. Green, noticing the proficiency in drill of his company, called Gen. Washington's attention thereto, who then sent for Hamilton, and they ever afterward were friends. Hamilton's company made up a part of the rear guard in the retreat from Long Island. He led his troops at White Plains and the other operations on the Hudson, and was with the army in the affairs in New Jersey, crossing the Delaware to Trenton and Princeton. After the defeats which led to the capture of Philadelphia, he spent the winter at Valley Forge. Speaking French, he was sent to communicate with the French officers relative to united action, and when this occurred at Yorktown he led his company against one of the enemy's redoubts, which he captured, using the bayonet alone. Previous to this he had served for nearly four years on Washington's staff.

When the war was over, he studied law at Albany, and there married a daughter of Gen. Schuyler. He was a member of the constitutional convention and a member of the committee which drafted the Constitution, and though thinking it gave too little power to the government, he strongly urged its adoption.

When Washington was elected President he chose Hamilton as Secretary of the Treasury, and having urged duties on imports, he regenerated the finances and established credit.

He opposed Aaron Burr, who, while Vice President during Jefferson's administration, ran for governor of New York and was defeated. Burr never forgave Hamilton for this, challenging him to a duel, which was fought near the city of New York July 11, 1804, when Hamilton was killed. The ethics of the time allowed of no refusal. Hamilton had acted as a second in a duel fought by Laurens and Gen. Lee, in which Lee was wounded. His persuasion ended it with the first fire. Both Hamilton and Burr had been students at Princeton. Burr was ambitious; Hamilton was ever a student, and he deserves a monument among illustrious men.

LANDOVER, Md. JAMES H. REA.

Filipino Free Trade.

Editor The Washington Herald:

In reply to a question about a statement that appeared Tuesday morning in a Washington paper purporting to be a protest against free trade between this country and the Philippines from some Philippines residing in Boston, Mr. Ocampo, one of the resident commissioners from the Philippine Islands, said:

"When I spoke in the House last month discussing the proposed free trade relations between this country and the Philippines as contained in the Payne bill, I clearly stated that the establishment of such relations would inevitably hinder the political aspirations of the Filipinos; in other words, their constant and profound desire of being an independent country would be imperiled by such commercial ties."

"The Philippine assembly, the true representative of popular sentiment, has in conjunction with the upper house, which is composed largely of Americans, expressed its opposition to free trade, and since the passage of the bill by the House of Representatives the feeling against it has grown more intense, for the reasons stated above apart from the economic viewpoint of the matter. It ought to be understood that the Philippine government financially."

"This free trade proposition is a case of life and death with us. The ambition of the Filipinos to live an independent life, which is undeniable and persistent, and any measure tending to oppose it would only stir the people of the islands and operate to prevent the development of a better feeling between Americans and Filipinos."

"The Filipinos who signed the protest have done nothing more than to give expression to a feeling universal in the islands against free trade for the consequences it would bring to the islands in the long run. I hope that no one will think that in expressing the aspiration of the Philippine people for ultimate, reasonably prompt, and absolute independence I am lacking in, or that they have ceased to feel, proud and patriotic. It is the opportunity the American people gave to be rid of Spain. Surely in the land of Washington, Jefferson, and Adams it can be permitted to us to express the wish that we may be allowed to govern ourselves. It ought to be understood that in the centuries of protest against the rule of Spain we were not merely trying to throw off one foreign yoke to go under another. 'I concur in the protest of the Filipinos who reside in Boston.' J. F. DAWSON.

Roxboro Defeats Durham.

Special to The Washington Herald.

Roxboro, N. C., May 16.—Roxboro won an uninteresting game yesterday from the Durham Leaguers by the score of 22 to 1. Feature of the game was the playing of the whole Roxboro team and the catching of Brown for Durham. Score:

Roxboro..... 22 0 0 0 4-23 34 2
Durham..... 1 0 0 0 0 1-11 5
Batteries—Clayton and Pool; Cheek, Whitaker, and Brown. Struck out—By Clayton, 1; by Cheek, 3. Bases on balls—Of Clayton, 1; of Cheek, 3; of Whitaker, 2.

Rothschilds' Horse Wins.

Boulogne, May 16.—The race for the Prix Poulaines here to-day was won by Rothschild's Italo (Hobbs) was second and Vanderbilt's Oversight (Bellhouse) third. There were seven starters. The race for the Rainbow prize was won by Hunsaker's Kenilworth (Stern). Charnetoff's Mardi (Barat) was second and Pellerin's Aureole (Chapman) third.

Largest Morning Circulation.

TOWN IS BOSSLESS

And Massachusetts Folk Declare It's an Orphan.

ITS BOARD BILL IS OVERDUE

Now the Citizens of Hanson Want to Know Who Owns the Ideal City Created by the Copper Magnate, Albert G. Burrage, and Named for Him—City Has Its Troubles.

Boston, May 16.—The tax collector of Hanson would like to know who owns the town of Burrage.

For months past the selectmen, tax collector, constable, and other officials of Hanson have been prying into records, interviewing people, and even employing detectives to find an owner.

But no owner has been found, and now the residents are looking to Albert G. Burrage to solve the vexing problem for them. The village named for him is now an orphan, and is all that is left of his famous "model town" scheme of only three years ago.

Copper Magnate's Creation.

Burrage sprang into prominence through the ambition of the copper magnate to own and operate an entire community. To this end 30,000 acres of land had been purchased in the town of Hanson.

On this site, in accordance with the plans of the owner, were erected factories, houses, a hotel, a railroad station, and several big power plants. The factories were started and the cottages filled with employees. Then things began to go wrong in the factories of the "Metal Foli Company," one of the names under which the community was becoming known to the business world. This trouble became so serious that after six months of uncertainty the factory was shut down. Another mishap followed, until a year and a half ago so the citizens of Hanson say, Burrage was finally deserted. The hotel was closed and the power plant nailed up, and the shutters drawn in the thirty or more cottages.

Hanson Has Troubles.

Then began the troubles of the town of Hanson. About six months ago the Hansons say they first discovered that the large property left in their midst had no owner. That was when they started in to collect some of the taxes due. Burrage was finally located, and, according to the Hanson people, announced that the property had been transferred. That was four months ago. Since then the tax collector and all others in authority have been searching for an owner.

Residents of Hanson say that there is a \$10,000 bond bill to be paid for the "keep" of this orphan village, and they want their money. A record has been found announcing the sale of some of the land and houses to the General Electric Company.

SOPHOMORES DOWN SENIORS

Take Interclass Game on Georgetown Field—Score, 10 to 3.

Eckenrode Tries Hard at Pitching for Senior Bunch and Gets Unwelcome Reception.

Eckenrode, the pony backstop of the Blue and Gray varsity, who on Saturday caught a perfect game, yesterday tried his hand at pitching, going in the box for the seniors, who were engaged in a struggle with the sophomores to decide their ranking in the inter-class league. The work of the diminutive lad with versatile aspirations was excellent in the first inning, he having struck out every man that faced him. In the second he was not so lucky, and a run came in, while in the third, he blew up altogether and gave four bases on balls, allowed as many hits, of which one was a three-bagger, and made a wild pitch, the combination of which let the 1931 crowd bring in eight runners, enough to clinch the victory.

Six then went on the rubber, while Eckenrode went to third. The change was a good one, and from then on the contest was closer and much more interesting.

Martin did the twirling for the winners. By keeping the hits well scattered and holding the base runners on their toes, he succeeded in keeping the seniors' tally down to three, less than a third of the total score of the victors.

The feature work of the battle was done mostly by Brown, the newly elected assistant manager of the varsity. Out of three times he hit, he made three hits, and in the field he handled his five chances without an error. The game was called at the end of the seventh by consent of the captains. The score:

Seniors		Sophomores	
R	H	R	H
1	0	0	0
2	0	0	0
3	4	0	0
4	0	0	0
5	0	0	0
6	0	0	0
7	0	0	0
8	0	0	0
9	0	0	0
Total	10	3	4

Seniors..... 10 0 0 0 1-11 5
Sophomores..... 3 0 0 0 0-11 5
Batteries—Eckenrode, 1; Smith, 2; by Martin, 1; by Eckenrode, 4; of Smith, 3; of Martin, 1; by Eckenrode, 4; by Smith, 3; by Martin, 1. Three-base hits—Eckenrode, 1; Smith, 1; by Martin, 1. Error—Eckenrode, 1. Passed balls—Feenan, 1; Daly, 1. Unassisted errors—G. P. Time of game—1 hour and 30 minutes.

AUTO PRIZES AWARDED.

Washington Club Rewards Winners of Reliability Contest.

Announcement of the prize winners in the recent reliability run of motor cars was made yesterday afternoon at the Washington Automobile Club. Car No. 4, class A, a Packard, driven by John Day, with Charles Grene as observer, won first prize and the club cup. The second prize cup was won by Car No. 16, class B, a Buick, driven by J. A. Muehleisen, and the third by Car No. 3, class C, a Ford runabout, entered and driven by Charles E. Miller.

The committee, consisting of Referee Robert B. Caverly, H. Chadwick Hunter, and Fulton R. Gordon, Judges, and John K. Heyl, clerk, worked all yesterday morning and well into the afternoon examining each car, all parts of the engine, and the transmissions, and making tests for ignition and oiling troubles. This was done in the car barn in Fourteenth street, and as soon as completed the committee adjourned to the house of Mr. Heyl, where all the score cards of the observers were gone over carefully.

FINANCIAL.		FINANCIAL.	
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IN THE SOCIAL WORLD

Continued from Page Five.

Keon Hecker, daughter of Mrs. John Handy Henshaw, and Mr. Frank T. Sadler, on Wednesday, June 2, in the Lady Chapel of St. Patrick's Cathedral in New York. Miss Hecker was a recent guest of Mrs. Sadler's mother in this city, who gave a tea in her honor.

Mrs. G. G. Sawtelle, widow of Capt. C. G. Sawtelle, Jr., Eighth Cavalry, and her sister, Miss Blackford, have left Paris, where they spent the winter, and are in London, where they will spend the summer. Their address will be Coutts Brothers, 49 Strand.

Gen. and Mrs. Grimes have taken a house in Lockport, N. Y., where they will be for some time. They spent the winter at 1829 Nineteenth street.

Representative Butler Ames and Mr. John Barrett, of the Bureau of American Republics, will return to-day from Wilmington, Del., where they spent the week-end as guests of Senator Du Pont. Mr. and Mrs. Larz Anderson were also members of the Senator's party last week.

Gen. and Mrs. Forbes will go to Europe early this summer and probably establish a permanent residence over there. They have spent their winters for some time at the Connecticut.

An especially attractive programme has been arranged by the ladies in charge of the tea booth in connection with the May festival to be held in old St. Matthew's Church this week for the benefit of Georgetown University Hospital. On Tuesday afternoon the Georgetown College Orchestra will give the programme and the booth will be presided over by Mrs. George Tully Vaughan, assisted by Mrs. Gadsby, Mrs. Dufour, Mrs. F. N. Vaughan, Miss Woodward, Miss Chapman, Miss Vaughan, and Miss Duval.

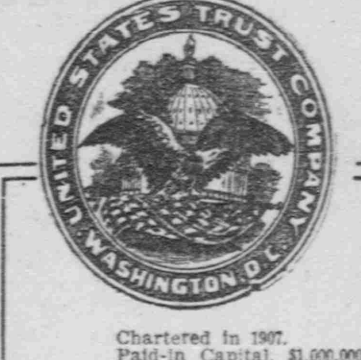
Tuesday evening Mrs. Milton Ailes will preside at the booth, assisted by Mrs. P. J. Lennox, Mrs. Small, Mrs. Danforth, Mrs. Burch, Miss Gowans, Miss Mackall, Miss Small, Miss Sylvester, Miss Hilton, Miss Abigail Gowans, and Miss Roberts. The young ladies from the Holy Cross Academy will give a delightful programme Wednesday afternoon, including harp and violin solos. Presiding at the booth that afternoon will be Miss Margaret Gowans and Miss Jane Daly, assisted by Miss Beavans, Miss Murphy, Miss Gowans, Miss Howard, Miss Wilcox, the Misses Williams, and Miss Dove.

On Wednesday evening the booth will be presided over by Mrs. William Slaughter Hardesty, assisted by Mrs. Johnson, Miss Stuart, Miss Margaret Johnson, the Misses West, Miss Davidson, Miss Hastings, and Miss White.

Thursday afternoon the full choir of St. Paul's Church will give the programme, and Mrs. Wade Atkinson will be at the tea booth, assisted by Mrs. Hoe, Mrs. Yates, Mrs. Ailes, and Mrs. Gowans. Mrs. James Dudley Morgan will preside at the booth Thursday evening, assisted by Mrs. Wells and several other ladies. The committee in charge of the tea booth is as follows: Mrs. Milton Ailes and Mrs. William Slaughter Hardesty, chairman, assisted by Mrs. James Dudley Morgan, Mrs. George Tully Vaughan, Mrs. P. J. Lennox, Mrs. William Goodyear Johnson, Mrs. Walter Wells, Mrs. John Burch, Mrs. Montgomery Danforth, Mrs. Wade Atkinson, Mrs. Dufour, Miss Margaret Johnson, Miss Jane Daly, Miss Corinne Beavans, and Miss Margaret Gowans.

A number of Chevy Chase college girls were entertained at a luncheon at the Shoreham yesterday by former District Attorney and Mrs. Stryker, of New Jersey, in honor of their daughter, Jennie Shields Stryker, who graduates this week.

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